

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4352.

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TUESDAY, SEPTEMBER 22, 1903.

二拜禮

號二十月九年英港香

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## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,210,000

Head Office: YOKOHAMA.

Branches and Agencies:  
TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN, NEWCHOWANG, PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI, Manager.

Hongkong, 11th September, 1903. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$6,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.  
H. E. TONKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq., N. A. SIEBS, Esq.,  
E. GOETZ, Esq., H. W. SLADE, Esq.,  
C. MICHELIN, Esq., C. A. TOMES, Esq.,  
H. SCHUBART, Esq., E. S. WHEELER, Esq.,  
E. SHELLIM, Esq.

CHIEF MANAGER: HONGKONG—J. R. M. SMITH.

MANAGER: SHANGHAI—H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent. per Annum.

For 6 months, 4 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1903. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £324,374

HEAD OFFICE: HONGKONG.

Board of Directors: CHAN KIT SHAN, Esq., J. J. SCOTT HARSTON, Esq., CHOW TUNG SHANG, Esq., J. LAUTS, Esq., Chief Manager.

GEO. W. F. PLAYFAIR, Chief Manager.

Interest for 12 months Fixed ..... 5 per cent.

Hongkong, 12th May, 1903. [15]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: CALCUTTA, HANKOW, TIENTSIN, TSINGTAU (Kiautschou).

LONDON BANKERS: MESSRS. N. M. ROTHSCHILD & SONS, UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 1st September, 1903. [16]

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... \$2,000,000

SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office: NEW YORK.

LONDON OFFICE: 33 and 35, Lombard Street, E.C.

P. C. Bishop, Manager, Eastern Department.

LONDON BANKERS: FARR'S BANK, LIMITED.

HONGKONG OFFICE: 4, DES VUEX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED

On Current Accounts at 2 per cent. per annum.

On Fixed Deposits:

For 3 months 2 1/2 per cent. per annum.

" 6 " 3 " "

" 12 " 4 " "

E. F. GROS, Acting Manager.

Hongkong, 1st December, 1902. [17]

### INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000, £820,000

Surplus (Reserve) Gold \$4,000,000, £820,000

Total ..... Gold \$8,000,000, £1,640,000

Capital and Surplus authorised, Gold \$10,000,000, £2,055,000.

LONDON BANKERS: THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per cent. per annum.

" 6 " 4 " "

" 3 " 3 " "

HONGKONG BRANCH: 20, DES VUEX ROAD CENTRAL.

CHARLES R. SCOTT, Manager.

Hongkong, 26th May, 1903. [100]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office: SHANGHAI.

Branches and Agencies: CANTON, PENANG, CHANGFOO, SINGAPORE, HANKOW, TIENTSIN, PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH: Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 per cent. per Annum Fixed Deposits for 3 months.

4 " " " 6 " "

5 " " " 12 " "

E. W. RUTTER, Manager.

Hongkong, 12th August, 1903. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1853.)

HEAD OFFICE: LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000

RESERVE FUND ..... £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " "

" 3 " 2 " "

T. P. COCHRANE, Acting Manager.

Hongkong, 18th May, 1903. [11]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
KOBE	Mazagon	About 23rd September	Freight only.
SHANGHAI	W. H. S. Hall	About 25th September	Freight and Passage.
LONDON, &c.	Coromandel	September	See Special Advertisement.
YOKOHAMA VIA SHANGHAI	G. M. Montford	Noon, 26th September	Freight and Passage.
and KOBE	BALLAARAT	About 3rd October	Freight and Passage.
(Passing through the Inland Sea)	F. R. Summers	About 9th October	Freight and Passage.
SHANGHAI, KOBE & YOKOHAMA	A. Thomson, R.N.R.	About 17th October	Freight and Passage.
(Passing through the Inland Sea of Japan)	C. L. W. Field		
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO		
	G. W. Gordon, R.N.R.		

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd September, 1903.

### IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

ZIETEN ..... WEDNESDAY, 30th September.

SEYDLITZ ..... WEDNESDAY, 14th October.

ROON ..... WEDNESDAY, 28th October.

PREUSSEN ..... WEDNESDAY, 11th November.

HAMBURG ..... WEDNESDAY, 25th November.

PRINZ HEINRICH ..... WEDNESDAY, 9th December.

KONIG ALBERT ..... WEDNESDAY, 23rd December.

KIAUTSCHOU ..... WEDNESDAY, 6th January, 1904.

SACHSEN ..... WEDNESDAY, 20th January, 1904.

BAYERN ..... WEDNESDAY, 3rd February, 1904.

GERA ..... WEDNESDAY, 17th February, 1904.

SEYDLITZ ..... WEDNESDAY, 2nd March, 1904.

PREUSSEN ..... WEDNESDAY, 16th March, 1904.

ROON ..... WEDNESDAY, 30th March, 1904.

HAMBURG ..... WEDNESDAY, 13th April, 1904.

PRINZ HEINRICH ..... WEDNESDAY, 27th April, 1904.

Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 30th day of September, 1903, at Noon, the Steamship "ZIETEN," of the NORDEUTSCHER LLOYD, Captain B. Wilhelm, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 28th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 29th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 19th September, 1903. [563c]

## Intimations.

### TAILORING DEPARTMENT.

SPECIAL OFFER for ONE MONTH only of

our Surplus Stock of Suitings at the

following Exceptional Prices.

FLANNEL LOUNGE SUITS - - - - - \$20-\$25

TWEED AND CASHMERE SUITS - \$30 -

BLUE SERGE SAC SUITS - - - - - \$40-\$45

WORSTED AND ANGOLA SUITS - \$40-\$45

BLACK TWILL DRESS SUITS - - - \$55 -

LANE, CRAWFORD & CO.

Hongkong, 18th September, 1903. [732c]

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to

THE MANAGER.

### MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER, Proprietor and Manager.

641c

## Intimations.

"I hear they want more



**Bovril**—the food-beverage.

BOVRIL is food and drink combined. It is not only a delightful beverage, but a valuable nourisher and energiser as well.

Cooks find that BOVRIL doubles the value of soups, gravies, hashes, made dishes, &c.

## JAPAN COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoaki, Moji, Wakamatsu,

Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State

Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,

Onoura, Otsuji, Sasahara, Tsubakura, Yoshinotani, Yoshio, Yunkibara and other Coals.

N. INUZUKA, Manager, Hongkong, 563c

### H. PRICE & CO.,

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c]

### COOLALTA WINES,

FROM THE CELEBRATED COOLALTA VINEYARDS, NEW SOUTH WALES.

These excellent Wines are strongly recommended to Invalids.

BURGUNDY, Extra quality.

CLARET, Full body, excellent flavor.

CALDBECK, MACGREGOR & Co.,

SOLE AGENTS.

Hongkong, 28th August, 1903. [22]

### OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.

DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON, Manager.

Hongkong, 22nd August, 1903. [555c]

### MARLBOROUGH HOUSE,

31, 33, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

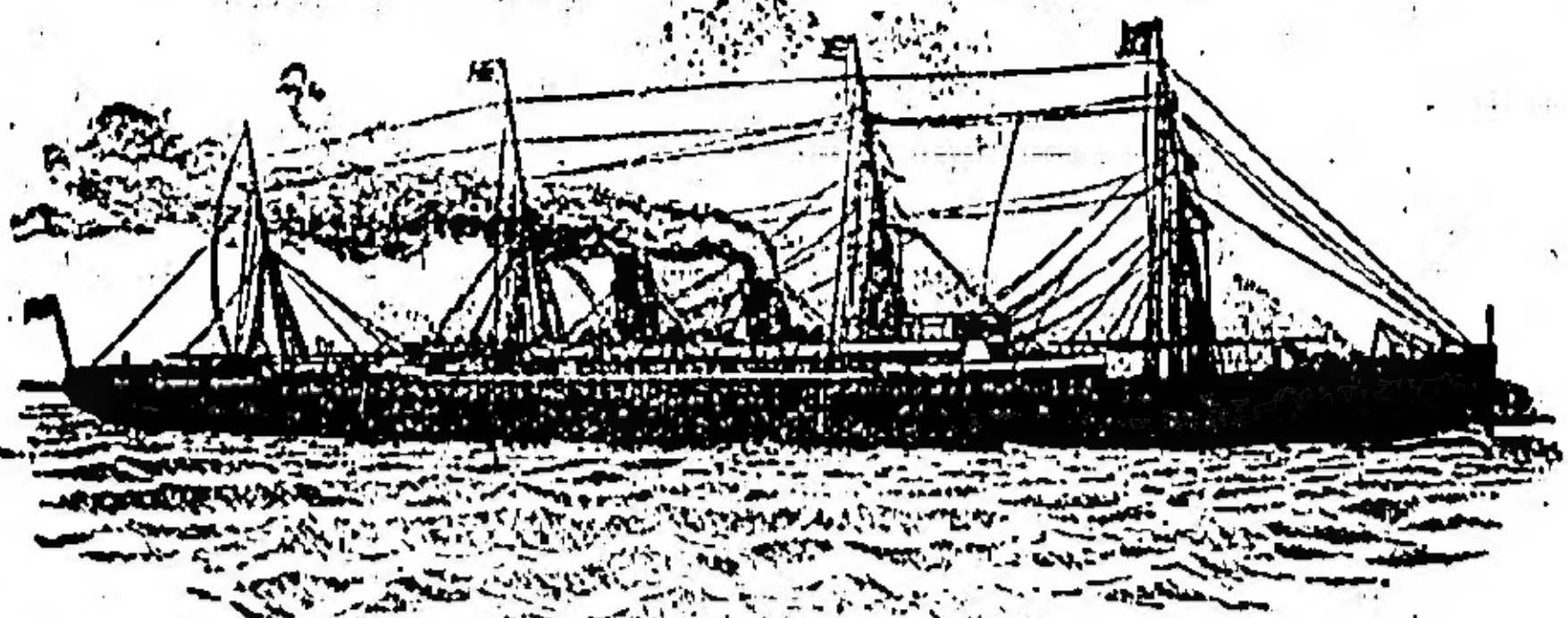
THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

Telegraphic Address: "MARLBOROUGH." Telephone No.



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.
"GAILLO"	TUESDAY, 20th October, at Noon.
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.
"OLIVA"	FRIDAY, 6th November, at Noon.
"SIBERIA"	SATURDAY, 14th November, at Noon.
"NIPPON MARU"	TUESDAY, 24th November, at Noon.
"SIBERIA"	WEDNESDAY, 2nd December, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 26th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage-Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 16th September, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd September.
"TARTAR"	4,475 "	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"TARTAR"	4,475 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 30th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE MEDITERRANEAN, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ANDALUSIA	HAVRE and HAMBURG.	23rd Sept.	Freight.
von Döhring	(Calling at SINGAPORE and COLOMBO).		
ABESSINIA	HAVRE and HAMBURG.	6th Oct.	Freight.
Filler	(Calling at SINGAPORE and PENANG).		
BRISGAVIA	HAVRE and HAMBURG.	20th Oct.	Freight.
Schulke	(Calling at SINGAPORE and COLOMBO).		
SAXONIA	HAVRE and HAMBURG.	3rd Nov.	Freight.
Brehmer	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 9th September, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	" A. W. Loxton.
"HANKOW"	3,473 "	" C. V. Lloyd.
"KINSHAN"	2,860 "	" J. J. Lussius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday excepted.

Departures from Macao to Hongkong daily at about 7:30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND M. STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING," 563 tons, Captain R. D. Thomas.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

## THE MUTUAL STORES,

GENERAL STOREKEEPERS,

WINE AND SPIRIT MERCHANTS,

25, Des Voeux Road Central, Hongkong,

and  
Shakee Street, Canton.

SOLE AGENTS FOR

## "KIRIN" LAGER BEER.

PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of  
HEINZ FAMOUS PICKLES & PRESERVES.

FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

## THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT,

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INTERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE,

954c]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

## GO TO THE

## KOWLOON HOTEL,

FRANK F. JEWELL,

Manager.

KOWLOON.

J. W. OSBORNE,

Proprietor.

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-  
ORDINARY GENERAL MEETING of the  
HUMPHREYS ESTATE AND FINANCE CO.,  
LIMITED, will be held at the COMPANY'S  
OFFICES, Nos. 38 and 40, Queen's Road Central,  
Victoria, Hongkong, on SATURDAY, the  
31st day of October, 1903, at NOON, when the  
SUBJOINED RESOLUTIONS will be proposed,  
viz:—

1. "That the Capital of the Company  
be increased from \$1,000,000 (divided  
into 100,000 shares of \$10 each) to  
\$1,500,000 (divided into 150,000 shares  
of \$10 each) by the creation of 50,000  
new shares of \$10 each to be offered and  
if accepted to be allotted to the present  
shareholders of the Company at par in  
the ratio and proportion of one new  
share for every two old shares in the  
Company held by the respective share-  
holders thereof, the amount payable on  
each of such new shares respectively to  
be paid at such time or times and in such  
manner as the Company, by its General  
"Managers may hereafter determine."

2. "That Article No. 82 of the Articles  
of Association of the Company be can-  
celled and the following Article sub-  
stituted therefor:—  
"The remuneration of the General  
"Managers shall be \$4,000 per annum  
(which shall cover office rent but  
not salaries of Secretary and other  
employees) and a commission of 5  
per cent. of the net profits of the  
Company for each year that such  
profits amount to 7 per cent. of the  
Capital of the Company."

Should the above Resolutions be duly passed they  
will be submitted for confirmation as  
SPECIAL RESOLUTIONS to a SECOND  
EXTRAORDINARY GENERAL MEET-  
ING which will be subsequently convened.  
Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,  
General Managers.

## NOTICE

ON and after the 9th September, the S.S.  
"WING CHAI" will berth at the New  
Wharf at the WESTERN END OF WING LOK  
STREET.

WING ON & CO.,  
2nd Floor, 16, Victoria Street.  
Hongkong, 7th September, 1903. [672e]

JOHN D. HUMPHREYS & SON,  
General Managers.

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Hongkong, 7th September, 1903. [672e]

JOHN D. HUMPHREYS & SON,  
General Managers.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

THE ORDINARY GENERAL MEET-  
ING OF SHAREHOLDERS in the  
above Company will be held at the COMPANY'S  
OFFICES, on SATURDAY, the 26th Septem-  
ber, at NOON, for the purpose of receiving the  
Report of the General Managers, together with  
a Statement of Accounts to 30th June, 1903.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 16th to the 26th  
September, both days inclusive.

DOUGLAS, LAFLAIX & CO.,  
General Managers.

Hongkong, 10th September, 1903. [1104e]

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

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# Announcements.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1847.

WINE AND SPIRIT MERCHANTS.

**WATSON'S**  
CELEBRATED

**E**

BLEND

VERY OLD LIQUEUR

**SCOTCH**

**WHISKY.**

Our celebrated "E" Liqueur SCOTCH WHISKY is a Blend of the Finest WHISKIES, distilled in SCOTLAND.

Specially selected, of great age, very fine and mellow.

Its superior quality has established its reputation as the LEADING SCOTCH WHISKY IN THE EAST.

Per Dozen ... .. \$16.50

less 10 per cent. discount on account of current Exchange.

**A. S. WATSON & Co.,**  
LIMITED,

WINE AND SPIRIT MERCHANTS.

TELEPHONE NO. 146.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣

TEMPORARY STORE:

1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. Price & Co.)

**FURNITURE**  
**DEALERS.**

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC**  
**DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903. [28d]

**CARMICHAEL AND**  
**CLARKE,**  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

A. Code.

Lieber's Standard Code.

TELEPHONE, 332.

Hongkong, 22nd March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

**NOTICE.**  
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to the Manager.  
The Editor will not be responsible for any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**  
DAILY—\$30 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue is on any part of the world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-five cents.

**DEATH.**  
At Euochow, on the 15th September, Mr. P. R. DUBARRY, of the Imperial Maritime Customs, in his 73rd years. [144e]

**The Hongkong Telegraph**

HONGKONG, TUESDAY, SEPT. 22, 1903.

## THE NEW CABINET.

A special wire from our London Correspondent, which is printed elsewhere, gives the composition of the new Cabinet which, to all appearances, is but a *pro tem* combination destined to carry on the affairs of State until Parliament meets again at the end of the long vacation, when a General Election will most probably be decided upon, and the country will be appealed to with respect to the adoption of a Protective Policy by Great Britain. From the names of the new Ministers it will be seen that the composition of the new Cabinet is the result of the judicious forethought of His Majesty, and his advisers, since the statesmen who are now in charge of affairs are all staunch supporters of the Imperial and foreign policies existing under the regime of Mr. Balfour's administration. In this manner the most important interests of the country will not have to suffer by the interim which separates us from the return of the people's representatives to the metropolis. It would be useless to enlarge on the past services rendered to the country by the New Ministers, three of whom—Lord Selborne, Mr. St. J. Broderick and Mr. A. Chamberlain—have filled responsible positions in former cabinets and, in consequence, are well known to the general public. It is interesting to note, however, that Mr. Arnold Forster, the new Secretary of State for War, who is the Unionist member for West Belfast, has never taken part in any preceding administration; nevertheless, his opinions on the fiscal policy proposed by Mr. Joseph Chamberlain are well known and only lately, in a speech delivered at Belfast, he declared himself a disciple of Protection, saying that he had begun as a Free Trader, but, as the result of grappling with the subject for himself, he had come to the conclusion that there is "great need for alteration in the present system."

## LOCAL AND GENERAL.

ONE case of plague (Chinese) occurred in 28, Caine Road. It terminated fatally.

One more chance to buy a Kodak for \$5; a good Kodak. LeMunyon, 31, Des Vaux Road.—*Adv.*

THE official returns of cases of communicable diseases for the week ending September the 19th show one case of bubonic plague (Chinese) which terminated fatally.

THE local press in Tonkin express fears concerning the rice crop in that Colony, and state that the heavy and continued rains have seriously compromised the same.

ACCORDING to statistics collected by the police at the close of last year, (says the *Japan Mail*) Tokio has now a total population of 1,339,788 persons, living in 392,039 houses.

BEFORE Mr. Sercombe Smith at the Magistracy this morning the master of the Yau-ma-ti ferry launch *Chung Ching* was fined \$20, for not stopping when called upon to do so by Sergeant Kerr.

THE five natives who were charged and remanded some time ago, for robbery with violence in the Tai O district on the 4th inst., were again brought before Mr. J. H. Kemp this afternoon and discharged.

A VIENNA wire reports that Francis Joseph, Emperor of Austria and King of Hungary, has denied the demands of the Hungarian army. It is still rumoured that he will resign the crown of Hungary. Disturbances still go on in Croatia.

THE Nippon Yusen Kaisha appears to have finally decided to open a fortnightly service between Kobe and Kluachou. The *Ise-maru*, which is shortly to be withdrawn from the Vladivostok line, will be placed on the new service.

A JAPANESE shipowner named Nishigawa, of Yokohama, has arranged to purchase the Dutch steamer *Tenzer* at a price of about Yen 100,000. The *Osaka Mainichi* says that there are several other foreign steamers now being negotiated for by Japanese shipowners.

Framing, fancy and artistically done by LeMunyon, 31, Des Vaux Road.—*Adv.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Do your own developing without a dark room by using an Eastman developing machine. LeMunyon.—*Adv.*

THE French Government have decided on raising a new corps of infantry in Indo-China. The new regiment will be composed of Cambodian recruits and known as the *Tirailleurs Cambodgiens*.

AT Wakamatsu-mura, Goto, a new seam of anthracite coal has been found, and already a Nagasaki merchant has received official permission to work it on trial. The coal is said to be of the best quality, and is found, we are informed, over an area of 320,000 *tsubo*.

THE Messageries Maritimes steamship *Tonkin* which left for home this morning will be laid up for some time when she arrives at Marseilles, where the vessel is to be thoroughly rebuilt and refitted. The damage sustained by the fire while at Japan was temporarily repaired at Kobe.

A *Cablenews* wire says that one of the most frightful massacres ever known in the history of the world has taken place in Katoria. The Turks have murdered over 10,000 Macedonians and Bulgarians there. Bodies of troops have been ruthlessly slaughtering all Christians, outraging women and pillaging property.

Mail your films and Kodak orders to LeMunyon, P. O. B. 368.—*Adv.*

THE *Tung Wen Hu Pao* hears that the aborigines of Yunnan have raised the standard of rebellion against the Central Government at Ku Hae. The captain of the local police of Suan Kai Shin has been killed, and Wang Fuh Chen, the captain of the local garrison, met the same fate.

THE native newspapers have a singular way of commenting upon the nomination of a new Taoist for Shanghai; for they declare, with charming naivete, that three influential Chinese gentlemen of that city have promised Tse, 300,000 to the functionaries at Peking on whom this nomination depends. Is this innocence or cynicism?

ACCORDING to a Peking wire of 6th inst., the majority of metropolitan officials, who are natives of Kwangsi, hold the view that, owing to Viceroy Tsen having no military experience, it would be well if the Viceroy Yuan Shih-kai were appointed Viceroy of Liang Kwang. It is reported that Viceroy Tsen wrote a friend of his in Peking that he wished to resign from his present post.

FROM Bangkok we learn that Mr. Geoffrey N. Saye, B. A., solicitor, has been engaged by Messrs. Tilke and Gibbins as assistant, and that he may be expected next month. Mr. Saye was educated at Repton and Trinity College, Oxford, where he took honours in the final law school. Mr. Saye has had several years' experience and during the last fourteen months was managing clerk to a London firm of solicitors.

IN its half-yearly report the Compagnie Francaise des Chemins de fer de l'Indo-Chine et du Yunnan states that the total receipts on the line from Haiphong to Hanoi during the months of April and May last amounted to 109,650 francs, though it also adds that nearly the whole of this sum was derived from passenger traffic and that very little transit of goods took place. This is no doubt owing to the fact that transit by river, though slower, is so much cheaper that local merchants find it to their interest to stick to the old methods, until the company can see its way to reduce the high rates which exist at present.

Fresh Kodak film, plenty of them, at LeMunyon's, 31, Des Vaux Road.—*Adv.*

THE firms in Penang and the Native States are revising their price lists in accord with the increased value of the dollar, says the *S. F. Press*. Thus Pritchard & Co., Penang, fix their prices at 2/- and rise or fall 2/- per cent with each halfpenny, giving a liberal 10 per cent off for cash on general departments. We have no general movement of this kind in Singapore, and still have to pay 8/- cents for a shilling article. Nor has the cost of living decreased in the slightest, and the man on a sterling basis, or with exchange compensation, finds himself much worse off. Competition will no doubt in time bring down the cost of provisions, liquors, clothes, and European articles, but the time is not yet.

FROM a Seoul despatch to the *Mainichi* the *Kobe Herald* learns that a contract has been signed between the Treasury Bureau of the Imperial Household Department and Messrs. London & Co., a French concern in Seoul, for the operation of a smokeless coal mine at Pingyang. Machinery and a large quantity of cement have already been sent to Pingyang from Chemulpo. Four Russians accompanied the goods and it is believed that the project is a Russo-French joint undertaking. Permission to work the colliery was granted to Mr. Kasai, a Japanese subject, by Ye Yungyik in 1898, but a condition was made that it should only hold good for two years. The agreement then signed, however, reserved to the Japanese a right to negotiate for a renewal of the contract.

## TYPHOON WARNING.

General Edw. S. Bragg, U. S. Consul-General, kindly forwards the following copy of a telegram which he received from Manila yesterday—

Manila Observatory, September 21st, 4 o'clock p.m.  
Depression crossing North Mindanao towards North Sula sea.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## IMPORTANT OPIUM PROSECUTION.

ESTABLISHED CUSTOM THREATENED.

At the Police Court this afternoon Mr. Sercombe Smith heard an interesting case involving the established practice between dealers and merchants in the local opium trade, which apparently has had the sanction of custom for some years past. A coolie was charged on remand for a breach of section 11, of Ordinance 22 of 1887 respecting the removal of opium.

Mr. F. B. Deacon, of Messrs. Deacon and Hastings, appeared on behalf of the opium farmers and Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, represented the defendant. Mr. Deacon said that the charge was laid under section 11 of Ordinance 22 of 1887 which is as follows:—"Every person moving a chest or chests of opium from one place to another within the Colony, or transshipping such chest or chests within the waters thereof shall, before doing so, furnish to the Superintendent a requisition properly filled up in the form of schedule F, whereupon the Superintendent shall furnish a permit in the form of schedule E authorising the transshipment or removal of the said opium, which permit shall be exhibited to the opium farmer or his agent, and shall be signed by him or his agent, and shall not be used or acted upon until it has been so signed." The essence of the case for the farmers depended upon the last words that the permit shall be exhibited to the opium farmer or his agent and shall be signed by him or his agent, and shall not be used or acted upon until it has been so signed.

The facts of the case were that on the morning of the 16th inst., two Excise officers in the employ of the opium farmers were on duty on the Pray, near the Central Market, when they saw a truck, in charge of two coolies, and loaded with two chests of raw opium. The officers asked them for their removal permit and they could not produce it. One of the coolies bolted and other was arrested. Word was sent to the farmers, it being subsequently ascertained that there had been no application for the permit. The opium was then taken to the Central Police Station. As a matter of fact, subsequent to that two permits were taken in to the farmers' office for signature one of which related to the two chests in question. The permit had been issued from the superintendent at the Harbour Office and was signed presumably by an authorised clerk on his behalf, but it was not taken to the farmers until after the opium had been seized. The difference of time was not very great, and if it were not for the principle involved he did not think the farmers would be anxious to press the present charge, but the fact remained that the habit of removing opium and subsequently obtaining the permits and taking them to the farmers for signature had been the cause of a great loss to the farmers. Every chest of opium was supposed to weigh 1,000 taels, but as a matter of fact almost every one was over that weight. The purchaser, from say people like Messrs. Sassoon & Co., who were big importers, obtained the opium from godowns and placed it in their establishment, and if they succeeded in getting it there before the permit was obtained from the farmers they would get the benefit of the overweight on each chest of opium, because they would be enabled to opium the chests, remove the surplus weight, and export the remainder as chest of a standard weight. The present case was one of the first, at all events of late, and had been brought with a view to putting a stop to the custom.

Mr. Beavis said he admitted there was a technical breach of the statute, but he certainly would not agree with all that had been stated by Mr. Deacon.

Mr. Deacon:—I think you will admit the defendant had not the permit when the opium was being removed.

Mr. Beavis:—Yes.

Mr. Deacon put one of the permits into Court and drew his Worship's attention to the wording of it, which provided for the weight of the opium at the time of sale being filled in. Supposing the quantity was written on the permit before the removal of the opium, the farmer would be properly protected. But it was the habit to avoid weighing and filling in the details on the permits that resulted in considerable fraud on the farmer.

His Worship said the Ordinance did not provide that the weight was to be filled in on the permit.

Mr. Deacon agreed, and added that the chop was put on by the superintendent.

His Worship:—Is there an authority that it must be put on?

Mr. Deacon:—No. Doubtless it was put on by one of the former farmers. Continuing, he asked his Worship to deal with the case as severely as he could do under the circumstances.

Mr. Deacon having intimated that he would call no witnesses,

Mr. Beavis said his friend had made certain statements which he would like him to prove. In the first place there was the question of the weight of the chests in question, and then the statement that inspection was made by the opium farmer before putting his chop on the permit to remove or export the drug, and also the observation that the chests were removed before application was made for a permit.

Mr. Deacon:—I said it was not submitted to me for signature. There is one point I should mention. I did not suggest that we always sent down and weighed this opium, but we have the right to do so, which is the crux of the whole question.

His Worship:—But the Ordinance does not give you the right.

Mr. Deacon:—No, perhaps I should not say the right; it is more an opportunity. The only person who could deny us that advantage, if I may so term it, would be Messrs. Sassoon & Co. under whose control

the opium would be, or, as a matter of fact, any other big firm.

His Worship:—You could not go to Messrs. Sassoon and say, "Here is an order to remove the chests, but we want to weigh it." You have no power to weigh it en route or when it gets to Kung Yuen Shing. There is no privilege or right and I do not see how you give that as a reason for inflicting a heavy penalty.

Mr. Deacon:—If I can prove to your Worship that these chests do weigh over the proper weight and there was no permit for removal, then I think it is a matter of inference to see where the loss comes in, and that is the reason why I asked you to deal with the case as severely as possible.

An assistant to the opium farmer having given evidence,

His Worship drew attention to the ruling in the celebrated appeal case of *Leung Yau and another v. P. C. Leonard*, heard before Sir Fielding Clarke and Mr. A. G. Wise on the 16th September, 1895, and dealing with the illegal removal of opium. It was then held that a coolie was not the person to be prosecuted, as in that event every coolie or boatman engaged in handling opium would have to take out a permit. Therefore, how could the present defendant be proceeded against?

Mr. Deacon then intimated that the charge would be withdrawn, and said the matter would be simplified if Mr. Beavis admitted the offence so far as Kung Yuen Shing was concerned.

Mr. Beavis said he could not do that, and Mr. Deacon said he should apply for a fresh summons against the defendant's master.

Replying to Mr. Beavis, his Worship said he could not make any order regarding the opium seized, unless it could be pointed out that he had the power to do so, and then he would use his discretion and make it one way or the other.

## THE DOCK COMPANY.

EXPEDITIOUS WORK ON THE "PEMBROKESHIRE."

Since it became known that the local Dock Company was interesting itself in the *s.s. Pembroke* with a view of bringing her to Hongkong for her extensive repairs, more than ordinary interest attached to the vessel by the Hongkong public. No allusion need be made to the splendid feat accomplished in docking the vessel at Kowloon in the condition she was in but a few weeks ago. The commendable expedition with which the work of repair is being carried out by the Kowloon Dock Co. is a tribute to the energy and resourcefulness of the staff and the extensive establishment. A visit to the Kowloon yard to-day revealed to our representative the extraordinary progress made in executing the work, which had to be made on the battered hull before the *Pembroke* could take to the water again. It is expected, that by the end of 3rd proximo the vessel will be spick and span again and, when out of the hands of the Dock Co., will be as good as a new steamer. To gauge the magnitude of the work undertaken it will suffice to say that the fore part of the ship had practically to be cut away to the main deck. The remainder was then heaved up on shore and the under part gradually bent. This is about the most difficult engineering feat yet accomplished by the Dock people in connection with the repairs of any one vessel. The vessel was kept in correct form during the whole process of cutting the lower part away, and test marks satisfactorily prove that she has not settled down. Too much praise cannot be bestowed upon Mr. Wilson, upon whom the most arduous part of this *magnus opus* fell. He has been ably assisted by Messrs. Graham and Russell.

We understand that the contract time for completing the repairs is seventy days, with an allowance of ten days for extracting the old frames and bent steel. Such, however, has been the rapidity with which the work has been pushed on that it is expected the vessel will be able to leave the slipway within sixty days, or about twenty days less than contract time—a truly satisfactory showing. Some material for the vessel had to be ordered out from home.

**DEATH OF MR. E. J. MAIN.**

It is with regret that we announce the death of Mr. E. J. Main, superintendent engineer of the Hongkong and Whampoa Dock Company, which took place at his quarters yesterday afternoon. Mr. Main was in his 56th year, and has been ailing for some time. He persisted, however, in continuing in his duties until Saturday afternoon when Doctors Swan and Jordan were summoned, and some hopes were entertained for his recovery. Unfortunately a turn for the worse took place and Mr. Main expired suddenly yesterday afternoon. The loss will be a severe one to all those connected with the deceased gentleman, who was a great favourite with everybody. He was a hard working man, whose patience and kindness were proverbial. He entered the service of the Dock Company in '84 as harbour engineer for the Cosmopolitan dock, and was appointed superintendent at the beginning of last year. It was reported that a masonic funeral would take place this afternoon, but owing to want of time the arrangement has been abandoned. The Dock Co. and ships in the vicinity half masted their flags and, as a token of respect, work was discontinued in the yards this afternoon. The late Mr. Main leaves a wife and two children.

**CRIMINAL SESSIONS.**

THE ROBBERY AT "GLENWOOD."

The Chief Justice, Sir W. M. Goodman, disposed of the last case on the calendar this morning, and the September Criminal Sessions was concluded. Five men and a woman were lined up in the dock to answer charges in connection with the recent robbery of jewelry at Mrs. Gillander's residence in Caine Road, which was fully reported in a recent issue of the *Telegraph*. Leung Man, a house coolie, who had been in Mrs. Gillander's employ at "Glenwood", Caine Road, some five or six months prior to the robbery, was charged with stealing from that lady's residence on the 12th August, four gold jewelled finger rings, value \$10, eight sovereigns, a Japanese gold coin, value \$10, a French gold coin, value \$10.50, a gold pencil, value \$10, and three American \$10 notes representing a total value of \$61.1.

A native woman, named Chan Lau Ching, was charged with receiving a gold solitaire diamond ring, value \$250, Leung Fong, with receiving a lady's gold diamond and ruby ring, value \$50, Ko Yung and Yim Yam San, with receiving a lady's gold diamond and solitaire and ruby ring, value \$85, and Ip U with receiving a gold diamond solitaire and ruby ring, value \$85, and a lady's gold, ruby and diamond ring, value \$50 well knowing same to have been stolen. The house coolie admitted his guilt while the other prisoners denied receiving the jewelry.

The following jury was then sworn to deal with the matter—Messrs. J. W. Barber, B. E. Hastings, W. H. Watson, W. G. Clark, A. Brooke Smith, G. Rapp and A. D. Barretto.

The Attorney General (Hon. Sir H. S. Berkeley) instructed by the Crown solicitor, Mr. F. B. L. Bowley, prosecuted, and briefly stated the facts of the case, after which evidence was called, and the jury brought in a verdict of guilty in each case. The first prisoner was sent to gaol for two years with hard labour, the second to a month's imprisonment, the third, fourth and fifth to six months and the sixth to eighteen months.

**DISCHARGED AND CAUTIONED.**

In connection with the above case So Kon Shang, a jeweller, was indicted for receiving one of the rings. He was called upon, and addressing him, His Lordship said:—So Kon Shang, the Attorney General has, I think, very properly entered a *non prosequi* in your case. You bought one of the stolen rings and sent it to Macao, but you got it back again, and I understand you have given it up to the police. Considering all the circumstances I do not think the evidence is sufficient to show that you knew it was stolen, and it is quite right not to put you on your trial. Let me caution you, however, to be very careful when diamond rings are knocking about in this fashion. You can be pretty sure they are not sold for small prices if they are honestly come by. I should strongly recommend you to buy no more, and if you do, not to send them to Macao. It looks very suspicious if you do that; it looks as though you were afraid to sell them in Hongkong. The case is really not before me, and I am only giving you a little friendly advice. You can go.

**PROBABLE SALE OF THE "PEMBROKESHIRE."**

While yet undergoing repairs, as reported in another part of this issue, we hear from reliable sources that the *Mitsui Bussan Kaisha* are negotiating for the purchase of the steamer *Pembroke*. The developments of the local trade demands more tonnage for the Japanese shipowners. In the event of their acquiring this fine steamer it is very probable that she will be made to ply between Moji and Hongkong. If negotiations are brought to a satisfactory conclusion, considerable internal alterations in the vessel will be necessitated, such, for instance, as the construction of deep tanks to be used for cargo or ballast. This will mean an additional job for the Dock Co.

**SHIPPING AND MAILS.**

MAILS DUE.

American (*America*) to-morrow.  
English (*Coromandel*) 24th inst.  
Australian (*Australian*) 24th inst.

American (*Korea*) 28th inst.  
Canadian (*Empress of China*) 28th inst.  
American (*Gaelic*) 9th prox.  
Australian (*Tinian*) 12th prox.

The B. T. B. Co.'s *s.s. Flinders* arrived at Victoria, B.C., on 18th inst.

The B. T. B. Co.'s *s.s. Hyades* sailed from Victoria for Vladivostok and Northern Ports, on 16th inst.

The I. C. S. N. *s.s. Laitani* left Calcutta for this port via the Straits on 19th inst., and may be expected here on 5th prox.

The Glen Line *s.s. Australian* sailed from Manila yesterday, at 8 p.m., and may be expected here on Thursday, at daylight.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

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## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## The Cabinet Crisis.

## NEW APPOINTMENTS.

## THE KING'S APPROVAL.

(From Our Own Correspondent.)

LONDON, 21st September, 4.25 p.m.

According to the *St. James's Gazette* His Majesty has been pleased to approve of the following Cabinet appointments:—Mr. Austen Chamberlain to be Chancellor of the Exchequer in place of Mr. C. T. Bitchie, resigned; the Earl of Selborne, Secretary of State for the Colonies, *vice* Mr. Joseph Chamberlain, resigned; the Hon. St. John Brodrick, Secretary of State for India in succession to Lord George Hamilton, resigned; and Mr. Arnold Forster, Secretary of State for War, *vice* Hon. St. John Brodrick.

(Reuter's.)

## The Balkan Trouble.

LONDON, 20th September.

A more hopeful feeling is manifesting itself in Sofia, and on the urgent representations of the Powers and Constantinople, the Capital is exercising considerable influence. M. Delcassé has announced in the Cabinet that Russia and Austria will not intervene in Macedonia except for the purpose of expediting the execution of their reforms with the support of the other Powers.

LATER.

## More Resignations.

Lord Balfour of Burleigh and the Hon. Arthur Elliot have resigned.

## The Near East.

Two French cruisers have sailed for the Levant.

## Austria-Hungary.

The Emperor's army order of the 18th inst. has created a serious situation. In Austria it was received with rejoicing, but it has united the Moderates with the Extreme Kossuth party in Hungary, where it is considered as a direct challenge from the Crown to the Country.

## ST. JOSEPH'S COLLEGE.

The Brother Director begs to return his warmest thanks to the following gentlemen for their kind donations towards the additions lately put up in the College.

Sir T. Jackson	...	\$100
Hon. Sir C. P. Chater & Mody	...	100
Mr. Ho Tung	...	400
H. L. Noronha	...	100
Ho Fook	...	100
F. Tse Yee	...	100
J. M. Smith	...	50
W. H. Dixon	...	50
G. H. Medhurst	...	50
A. Haupt	...	50
D. Nowojew	...	50
Ellis Kadonrie	...	50
Wong Yee Chun	...	60
The Bank of Indo-China	...	50
Doctor W. Hartigan	...	50
Mr. Loi Shui Ngai	...	50
Tsai Kung Fu	...	50
W. Lysaght	...	30
Messrs. Leigh & Orange	...	25
Carlowitz & Co.	...	25
Barretto & Co.	...	25
Siemens & Co.	...	25
Hamburg-America Line	...	25
Arnold Karberg & Co.	...	25
East Asiatic Trading Co.	...	25
Tobson & Co.	...	25
Johnson, Stokes & Master	...	25
Durly & Co.	...	25
Palmer & Turner	...	25
Linstead & Davies	...	25
Wilkinson & Grist	...	20
Mounsey & Brutton	...	20
Mr. G. de Champeaux	...	25
E. A. Hewitt	...	25
Che Wing Chin	...	25
G. Ballock	...	25
W. Meyerink	...	25
Hung Sing Cheong	...	25
W. Inuzaka	...	25
G. Ballock	...	25
Lutgens, Eimsman & Co.	...	25
Chan Tek Loong	...	20
V. H. Deacon	...	20
The Austro-Hungarian Consul	...	10
Messrs. P. C. Potts & Co.	...	10
Holtz & Co.	...	10
Meyer & Co.	...	10
Krause & Co.	...	10
Brewer & Co.	...	10
Doctor Gibson	...	10
Mr. N. Mody	...	10
T. Morgan Phillips	...	10
T. W. Namman	...	10
A. J. Raymond	...	10
A. Pierre Marty	...	10
L. Malory	...	10
Chan Ung Ming	...	10
Edw. Osborn	...	10
Paul Ehlers	...	10
A. Cattaneo	...	10
E. Neidhardt	...	10
T. A. Nolan	...	10
Ip Shun Kim	...	10
H. H. Sharp	...	10
J. W. Allen	...	10
C. Sperry	...	10
Hon. H. E. Pollock, K.C.	...	10
Mr. E. W. Mitchell	...	10
L. Gibbs	...	10
W. H. Percival	...	10
E. M. Hazell	...	10
C. I. Gaupp	...	10
H. K. Holmes	...	10
Chao Leep Chee	...	10
Chan Kim Cho	...	10
A. Shaw	...	10
A. R. Grieve	...	10
A. R. Lowe	...	10
G. B. B. B.	...	10
E. B. B. B.	...	10

## "A GAY NIGHT IN PARIS."

As already stated in our columns the Pollard Comedy Company opens at the Theatre Royal, this evening with *A Gay Night in Paris*, concerning which the *N. C. D. News* say it is unquestionably a play to laugh over. Criticising its production by the Pollards in Shanghai, the journal observes that the audience laughed itself into complete ecstacy with the stage. The exhilaration in the front of the house reacted behind the footlights and the three acts went through with splendid good will. Mr. Noble, in the highest spirits, put a lot of character into the part of the old singer *Pinglet*, and Miss Lawrence's *Marcella* was a fitting companion in mischief. The injured wife and husband were suitably portrayed by Miss Blanche Clements and Mr. Wentworth Watson respectively. Mr. Harold Carr excelled himself as *Mathieu*, the stammering old bore, who is always turning up at inconvenient moments and refusing to be suppressed, while his two daughters were almost too gaily impersonated by Misses Ascoli and Tempest. Mr. Merry Lynch's knowing old waiter must be specially mentioned. The racket at the hotel, where everyone falls over everyone else in mutually inconvenient situations, was one of the maddest bits of tumbling hilarity lately seen in Shanghai.

## CANTON NOTES.

(From Our Own Correspondent.)

CANTON, 21st September.

## THE SHOOTING ACCIDENT.

The woman who was brought into the hospital some days ago suffering from a revolver shot has died. I have not heard whether or not the French Consul has ordered an investigation. Perhaps we will hear no more of the matter.

## THE CITY.

Large crowds are in the city to-day. The time for the "ta tsu" has arrived. Street after street is hung with lamps and pictures and the streets are full of people. It is difficult to make one's way along. The new police system is being extended. To-day squads of these policemen are standing about the streets with rifles and keeping the crowds moving. I have never seen such precautions taken to keep the peace. The officials are very much afraid of trouble. It is reported that the Viceroy will return in a few days from Kwangsi.

## ROBBERIES.

Robberies are on the increase in the country and especially along the rivers. It is difficult for any person to get money to or from the city. Spies are watching all the centres from which money is sent and then the robbers follow up and secure the spoil. In some country cities it is unsafe to walk the streets after night. Men and women found on the street are stripped of their clothes.

## THE ORIENTE HOTEL.

PURCHASED BY THE INSULAR GOVERNMENT.

As reported several weeks ago in these columns the Oriente Hotel has been sold and, according to the *Cable News*, the Insular Government has rescinded its resolution, disaffirming its contract to buy the property. It has accepted the offer of the Oriente Hotel Company to take the land and buildings for \$575,000 Mexican currency.

According to present arrangements, the hotel will leave the hotel between the middle of October and the first of November. The buildings are to be used for offices for Insular bureaus—those for the housing of which the Government is now paying rent. The Post Office will remain where it is, and probably by that time the Government will have found a more suitable location for it.

The action of the Commission in concluding to buy the property of the Oriente Hotel Company, is the result of the showings made by the attorneys for the Oriente Hotel Company, Pillsbury and Sutro. The Commission met on 18th inst. and took up the matter. The whole course of dealings between the Oriente Hotel Company and Commissioner James F. Smith, representing the Government, was gone through. Governor Taft made a statement embodying all the correspondence between the two parties to the contract, and the entire discussion of the Commission.

## THE NEW SUGAR LAW.

## A CURIOUS OMISSION.

Mr. Sigmund Stein, the well-known Liverpool sugar expert, has discovered and pointed out to a correspondent of the *Pall Mall Gazette* a curious omission in the Act applying the Sugar Convention to this country. According to that agreement, the manufacturers in the countries signatory to it receive a surtax of six francs per hundred kilos of refined sugar, which is equal to 25.6d. per cwt. There is no mention, however, in the new Sugar Law as to the British refiner receiving this boon, though by the Convention he is entitled to it. When the foreigner imports sugar to England he has now to pay an import duty of 4s. 3d. per cwt. of refined sugar. The British refiner has to pay the same amount on his output. But so that he may be placed on the same footing as his fellows on the Continent he should only have to pay 1s. 8d. That is, has the right to claim a rebate of 2s. 6d.—a sum equal, in fact, to the surtax which his rivals receive.

This, Mr. Stein pointed out, is a very important matter. It means, for example, a rebate of 2s. 6d. on every ton of refined sugar. How the omission is to be made good is not easy to see, but if the Convention is to be enforced to the letter, the British refiner must be accorded the same benefits as these competitors, who have already done so much to ruin his business. Mr. Stein thinks unless the rebate is allowed it will prevent the development of the best-growing industry in England, for the refiner will find himself unable to pay a price for the beet that would fairly remunerate the grower.

## PHILIPPINE HEMP.

BY A PRACTICAL HEMP MAN.

There has been a deal of talk lately as to the quality of Manila hemp, as somehow or another it seems that a deal of weak fibre had got to the United States of America, giving rise to serious claims. The Manila Government, taking up the matter, promulgated in June last a law of inspection and classification by Government inspectors, which, if anything, will make matters worse, besides being most prejudicial to all hemp merchants, dealers, and to the Philippines in general. To-day it may be said that the only product that sustains the Islands is hemp, all other agricultural operations being nil owing to want of oxen or buffaloes to till the soil. There is really no reason for this falling off in the quality of hemp exported from the Philippines; for, at any rate, the fault does not lie with the plant, or hemp tree, and is all a question of the slovenly manner in which the natives have been cleaning hemp since the spurt in fibre of 1889; and as the merchants during the spurt were not in anywise careful of the quality as in former times, this gradually got worse and worse, especially during the time of the Spanish-American war and Philippine Revolution. Then owing to the great advance in the hemp market every buyer of hemp got greedy and careless, thinking that during an advancing market anything would pass without a claim for bad quality. In the good old Philippine days when the quality of hemp declined in the smallest degree, an order from the Spanish Governors was quite sufficient to avoid such a thing continuing, and the merchants, through their provincial agents, were able to keep up a very high standard of hemp. This can be seen by referring to the shipments of hemp from, say 1870 to 1880, when such a thing as red hemp was difficult to find above about 1 to 1 per cent. at the most. If this could be done in those days, why should the same not be done to-day? It is only a question of the hemp merchants being firm and refusing to take the badly cleaned fibre after a certain date, which may be easily fixed at, say, a month, and the world will again see the Philippine hemp as it should be, there being no need of Government inspection and classification, as this can only cause serious inconvenience to all hemp merchants, besides leading to many abuses and other manipulations on the part of the Government inspectors.

As a very old and practical hand in the hemp trade, I may mention that there grows no such qualities of hemp as seconds, fair seconds, good red, coarse red, &c. All hemp-trees yield pure white and fine fibre if properly cleaned, the only red fibres being those that proceed from the one or two outer layers of the hemp tree. If the native has his cleaning knife properly arranged and with the proper pressure on it, he cannot possibly make coarse or weak fibre, but naturally he has been gradually loosening the pressure on his knife, as also putting teeth to the edge, as his work is so much easier. As he found eager and greedy merchants ready to buy whatever he brought as hemp, naturally he saw no use in making the good fibre. The owners of hemp plantations naturally also incline to the making of coarse fibre, as the waste is so very much less, and even taking into account the reductions made on seconds and red, there is still a margin for the badly cleaned hemp, not mentioning the saving of time to the hemp cleaners. The provincial agents who are employed by the export firms of Manila and Cebu to buy hemp on their account usually get a commission allowed them on their purchases, besides a good salary, so when there is any demand for hemp competition is very keen, and each agent endeavours, of course, to buy as much as possible, overlooking at first slight differences that he may notice in the quality of the fibre; and so the thing goes on until a disgraceful quality is the result, and nowadays it is not quite so easy for the municipal authorities to do what they used to in the days gone by.

The qualities of hemp if properly cleaned should not exceed three or four at the utmost, say, "superior," "current," "seconds," and "red." The second grades should be used only for such hemp that may have been spoiled by getting wet, by careless treatment, and is not up to the colour of current. Any other qualities which are made only tend to confusion, and give rise to claims whenever the market gets weak after a strong demand. Anyone who knows what hemp is must also be aware how very difficult it is to classify properly more than the three grades above mentioned, as all is done by simple eyesight, and as hardly any day gives the same kind of light, nor yet on the same day, the task of making so many grades of hemp as now exist can be easily understood. If England really acquires a coarse red fibre such as is made in the town of Daet, in the Philippine Islands, well and good, but such quality should be paid for at a very low figure as compared with the price of current, and as the demand for such a grade cannot be very great, perhaps the town of Daet, and some other one, can produce all that is wanted, provided it suits them to make such hemp, but there is no earthly reason for all the hemp districts to make such vile stuff. A rope made of good clean Philippine hemp will bear an extraordinary weight, and it may be asserted that there is no fibre in the world that can in any way compare to what is called Manila hemp, say of superior or coarse grades of nicely cleaned fibre. It is a shame that through neglect, ambition and carelessness the quality should have been allowed to become what it is to-day.

If the hemp in the uncleaned state is white, why should it be tolerated that through slovenly cleaning the fibre should become discoloured, be coarse, to the discredit of its value in the consuming markets? If the Manila merchants will only work together in the way I suggest, I am sure the United States Government will abolish the new law on inspection and classification, as there would really be no need for

such a law. I hope I have made matters clear to the public, and should my lines be of any use, and be the means of improving the quality of hemp, I shall be indeed pleased.—L. and C. Express.

## BRITISH INDIAN TROOPS IN CHINA.

General Froy, of the French Army, contributes to the *Revue des Deux Mondes* an interesting article on the Allies in Pekin. With regard to our native Indian troops, he says that some of the European contingents, who had only heard travellers' tales about the Sikhs, Gurkhas, Punjabis, and other Indian races, were very angry at being asked to receive them as brethren in arms. This prejudice remained even to the end of the campaign, but not at all, says General Froy, among those of the Allies who saw these troops at work.

The coolie camp-followers who attended the British contingent did not behave well, and their misdeeds were commonly, but unjustly, attributed to the Sikhs. He considers that the native Indian troops need not fear comparison with the native troops of any other Power. He particularly admires the Bengal Lancers, whom he calls magnificent troops. The particular defect of the Indian forces, he notes, was that they were insufficiently strengthened by white officers.

## SHELL TRANSPORT CO., LTD.

Some discontent appears to have arisen in consequence of the delay in issuing the 1901 report of the Shell Transport and Trading Company (Limited), says a writer in the *Pall Mall Gazette*. This huge enterprise whose capital, despite the fact that the company was only registered in October, 1897, has grown from £1,800,000 to £3,000,000, controls some very varied enterprises. It transports in bulk illuminating fuel, gas oils and other petroleum products, and also has £861,000 invested in a company working oil-fields in Dutch Borneo. Until the date of the last issued report, that for 1901, the Shell Transport Company did very well. In the four complete years of trading the net profit, before allowing for depreciation of the reserve, had grown from £195,701 to £203,538, and the Ordinary dividends had risen from 6 to 10 per cent. At the end of 1901 the reserve amounted to £400,000 and £26,732 was carried forward. In January, 1902, an interim dividend of sixpence per share was paid, and then night settled down as far as information was concerned. When no further dividend on account of 1902 was paid in the summer of that year the shareholders first began to be uneasy. When rumours floated round that the company, despairing of getting sufficient petroleum from the East Indies, was hunting for freight in the Black Sea, they grew more apprehensive, and wanted the annual report to see where they were. It is very reasonable to accept the directors' statement that the part taken by the Shell Company in forming the big oil-distributing concern known as the Asiatic Petroleum Company has rendered it impossible for them to get the accounts made out at the usual time, but no less than two months ago they told the shareholders that the balance-sheet was being prepared and would be laid before them with as little delay as possible. Everything may be all right, but shipping shareholders are all nervous in view of recent freight market experiences, and the Shell Transport shareholders naturally want to know whether their interests have suffered.

## COMMERCIAL.

## FREIGHT.

The fixtures for the week ended last Saturday have not been many in number, being limited to half a dozen vessels only. A German vessel (1,146 tons) Newchwang to Canton was booked at 23 cents per picul. For timber loading a Norwegian steamer (761 tons) was chartered, Rajah to Hongkong, at \$2,750 in full. The briskness in the Sugar trade continues to provide engagements for suitable vessels; one of 989 tons (Swedish) has secured 30 cents per picul for 2 ports N.C. Java to Hongkong. One settlement was effected on the following terms:—German steamer, 822 tons, Ilolo to Ningpo and Shanghai, \$5,000 in full; while another boat of rather larger tonnage (966) and of the same nationality was booked upon terms privately arranged. The monthly charter of a German steamer (1,201 tons) has been effected hence to Mauritius and back at \$6 30 per month.

TO-DAY'S EXCHANGE.	
ON LONDON, Telegraphic Transfer	110 1/2
Bank Bills, on demand	110 3/16
Credits, 4 months' sight	110 9/16
D'cents 4 months' sight	110 11/16
ON BERLIN, (demand)	M. 88 1/2
ON PARIS, Bank Bills, on demand	23 3/4
Credits, 4 months' sight	23 3/8
ON NEW YORK, Bank Bills, on demand	45 1/2
Credits, 30 days' sight	45 1/2
ON BOMBAY, Telegraphic Transfer	137 1/2
On demand	137 1/2
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	89 1/2
Sovereigns, Bank's Buying Rate	\$17 10
Gold Leaf 100 touch, per tael	\$8 40
Bar Silver	74 1/2

OPIUM QUOTATIONS.	
To-day's quotations are as follows:—	
MALWA NEW	@ 509/90
LAST YEAR	@ 560/1,020
OLDEST	@ 1,400/1,100
PATNA NEW	@ 1,105
OLD	@ No Sales
BENARES NEW	@ 1,105
OLD	@ No Sales
PERMAN (PATNA)	@ No Sales

## To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAICHING."  
Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 25th instant, at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS, LAFLAIRE & CO.,  
General Managers.  
Hongkong, 22nd September, 1903. [11472]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY AFAR."  
Captain J. G. Olfert, will be despatched for the above Ports, on TUESDAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSON & CO., LIMITED,  
Agents.  
Hongkong, 22nd September, 1903. [11372]

FOR SINGAPORE AND CALCUTTA.

THE H.A.L. Steamship

"SAMRIA."  
Captain Schmidt, will be despatched for the above Ports, on THURSDAY, the 1st October, at Noon.

For Freight or Passage, apply to  
HAMBURG-AMERICA LINE,  
Hongkong Office.  
Hongkong, 22nd September, 1903. [11462]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"GUTHRIE."  
Captain Dabell, will be despatched for the above Ports, on or about FRIDAY, the 9th October.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

For Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 22nd September, 1903. [11482]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."  
Captain Dabell, will be despatched for the above Ports, on or about FRIDAY, the 9th October.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 22nd September, 1903. [11472]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"FRANZ FERDINAND."  
Captain Malcovich, will be despatched as above on WEDNESDAY, the 21st October.

For Information as to Passage and Freight apply to  
SANDER, WIELER & Co.,  
Agents,  
Prince's Buildings.  
Hongkong, 22nd September, 1903. [11082]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 29th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 2nd October; or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 22nd September, 1903. [11472]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL."

Having arrived from the above Ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCCREGOR, BROS. & CO.,  
Agents.

## To-day's Advertisements.

HONGKONG ST. ANDREW'S SOCIETY.

THE 32ND ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on TUESDAY, the 29th instant, at 5.30 P.M. for the purpose of receiving the Annual Report, electing a Committee and other Business.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"PAKLING"	On 23rd September.
GLASGOW AND LIVERPOOL	"TANTALUS"	On 1st October.
GLASGOW AND LIVERPOOL	"ANTENOR"	On 7th October.
GLASGOW AND LIVERPOOL	"OANFA"	On 24th October.
GLASGOW AND LIVERPOOL	"OANFA"	On 31st October.

S.S. "PAKLING" left Singapore on the 17th inst. p.m. and is expected to arrive here on the 23rd inst.

## HOMERWARDS.

FOR	STEAMERS	DATE
MARSEILLES, LONDON & ABERDEEN	"GLAUCUS"	On 29th September.
MARSEILLES, LONDON & ABERDEEN	"IDOMENEUS"	On 9th October.
MARSEILLES, LONDON & ABERDEEN	"AGAMEMNON"	On 13th October.
MARSEILLES, LONDON & ABERDEEN	"PAKLING"	On 27th October.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and	"CALCHAS"	On 2nd October.
PACIFIC COAST PORTS, and	"OANFA"	On 2nd November.
NAGASAKI, KOBE and YOKOHAMA.		

S.S. "MACHAON" left Victoria 2nd inst. for Japan and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 21st September, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	DATE
MANILA	"SUNGKIANG"	23rd September.
SHANGHAI	"TEINAN"	24th "
ILOILO	"WUHAN"	24th "
SHANGHAI	"NINGPO"	26th "
AMOI and MANILA	"KAIPO"	27th "
MANILA, CEBU and ILOILO	"HUPH"	30th "
KOBE	"TAIYUAN"	2nd October.
MANILA	"CHINGTU"	5th "

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Ports in Northern China and Pacific Coast Ports.

‡ Taking Cargo and Passengers at through Rates for all Ports in New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO AILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd September, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 26th Sept., at 10 A.M.
PERLA	1980	J. McGinty	CEBU and ILOILO	MONDAY, 28th Sept., at 5 P.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 3rd Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 22nd September, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, "
"INDRASAMA"	5,197	W. E. Craves	Dec. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

(1266)

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogura	WEDNESDAY, 23rd Sept.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	SUNDAY, 27th Sept.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	TUESDAY, 29th Sept.
FOR FOOSHOW	"ANPING MARU"	J. Goto	

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a daily qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

Hongkong, 17th September, 1903.

T. ARIMA, Manager.

(1179)

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th July, 1903. (804c)

## STEAM TO CANTON.

THE Splendid New Steel Twin "Screw Steamer

## "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity. Passage Fare, \$1 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 30th May, 1903. (1322c)

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M. from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

WING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 7th September, 1903. (1073c)

FOR KOBE, NAGASAKI AND YOKOHAMA, VIA SHANGHAI AND MANILA.

THE Steamship

"SAVOIR,"

Captain Debat, will be despatched for the above Ports, on FRIDAY, the 2nd October, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor. For Freight or Passage, apply to

HABURGAMPER LINE,  
Hongkong Office.

Hongkong, 1st September, 1903. (1140c)

## TOYO KISEN KAISHA

## MANILA LINE.

## REGULAR SERVICE

## BETWEEN HONGKONG AND

## MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

WEDNESDAY, 23rd instant, at 4 P.M.

ROSETTA MARU

H. S. Smith

3,876

TUESDAY, 24th instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 21st September, 1903.

K. NAKASHIMA, Manager. (171c)

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Geo. Payne, will be despatched as above TO-MORROW, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 21st September, 1903. (1121c)

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"NORDKYN,"

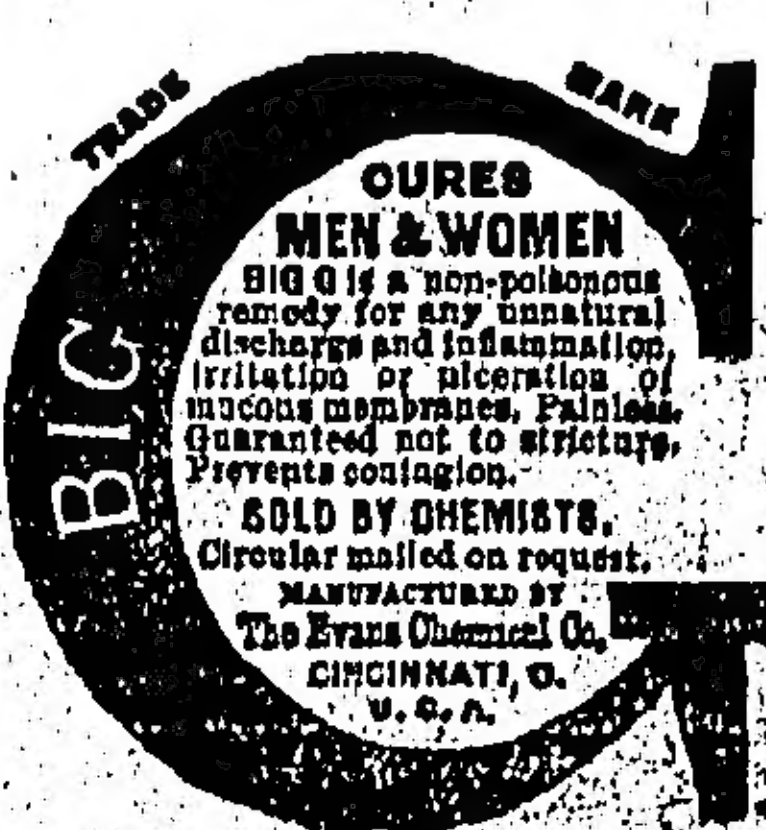
Captain A. Beer, will be despatched as above on or about SATURDAY, the 17th October.

For Freight, &amp;c., apply to

SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 19th September, 1903. (1095c)

## Intimations.



EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.) THE Steamship

"EASTERN."

Captain W. Ellis, will be despatched for the above Ports, TO-MORROW, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 27th August, 1903. (1042c)

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903.

"SATSUMA".....23rd Sept.

"SHIMOSA".....10th Oct.

"KURDISTAN".....24th Oct.

"RICHMOND CASTLE".....7th Nov.

For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 3rd September, 1903. (1190c)

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain S. J. Payne, will be despatched as above on FRIDAY, the 25th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 19th September, 1903. (1132c)

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"NATHOLI,"

Captain Porter, will be despatched for the above Ports, on MONDAY, the 28th instant, at 4 P.M.

For Freight, apply at the Company's Office, No. 20, Des Vaux Road.

J. S. VAN BUREN,  
Superintendent.

Hongkong, 16th September, 1903. (1436c)

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India, and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week..... 2.50

One month..... 7.50

Two months..... 13.00

Three "..... 20.00

Six "..... 37.50

Twelve "..... 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts..... 5 per cent.

6 "..... 10 "

12 "..... 25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

## THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,  
HONGKONG TELEGRAPH CO., LD.  
1, Ice House Road,  
Hongkong.WEATHER FORECASTS AND  
STORM WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here.

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

## LOCAL STORM WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Office of the Wharf &amp; Godown Company, Kowloon.

WEATHER FORECASTS and STORM WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather forecasts, and information regarding the existence and movements of typhoons based thereon.

## THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. Figg,

Acting Director.

Hongkong, Observatory, 24th July, 1903.



## THE SHARE MARKET

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			

Hongkong and Shanghai		{ Div. of £1.10/- @ 1/8 = \$18 for half-	
Banking Corporation.....	\$ 125	year ending 30.6.1903 .....	\$634
National Bank of China, Ltd.,	£ 8	3/14 = \$1 96 1/2 for 1902 .....	\$29
Do. Founders.....	£ 1	None .....	\$10

MARINE INSURANCES.			
Union In. Society of C'ton, Ld.	£ 100	60 per cent = \$30 per share for 1901 ...	\$500 b.
China Traders' In. Co. Ld. ...	£ 25	16 ½% = \$1 for year ended 30.4.1902.....	\$60 b.
North China In. Co., Ld. ....	£ 25	Interim of £1 for 1902.....	Tls. 225 s.
Yantai In. Association Ld.	£ 60	20% of 1901 ...	

Yangtze Navigation Association, Ltd.	\$	50	20 % = \$12 for 1901	\$135 b.
Canton In. Office, Ltd.	\$	50	28 % = \$14 per share for 1901	\$185 b.
<b>FIRE INSURANCES.</b>				
Hongkong Fire In. Co., Ltd.	\$	50	\$22½ per share for 1901	\$125 B.
Ching King In. Co., Ltd.	\$	50	\$6 per share for 1901	\$393

China Fire & Ins. Co., Ltd. ....	\$	20	\$0 per share for 1907 .....	\$86 B.
SHIPPING.				
Hongkong, Canton, & Macao Steamboat Co., Ltd. ....	\$	15	\$14 for half-year ending 30.6.1903 ...	\$32½ sd.
Indo-China S. N. Co., Ltd. ....	\$	12	\$14 for half-year ending 30.6.1903 ...	\$88 a. f. h.

China & Manila S.S. Co., Ltd.	\$ 50	10 % = \$5	per share for 1902.....	\$30 sa. & d.
Douglas Steamship Co., Ltd.	\$ 50	10 % = \$5	per share for 1900.....	\$19 s.
"Star" Ferry Co., Ltd.	\$ 10	Div. of \$3	for year ended 30.6.1902.....	\$37
	\$ 5	\$1.20	= 12 % for year ending {	\$27
	\$ 5	60 cts.	30.4.03 .....	\$17

Shen's Transport & Trading Co., Ltd.	£ 1	3rd Interim of 6d. for 1902 .....	£1
Taku Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2 % for 1903 .....	Tls. 40 b.
Shanghai Tug & Lighter Co., Limited.	Tls. 50	First year .....	Tls. 60 sa.

		REFINERIES.	
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901 .....	\$102 50.
Luxon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897 .....	\$10
Perak Sugar Cultivation Co.,			

Ld. ....	Fin. of 7 % for year ending 30.9.02 ...	TL. 60 5a.
MINING.		
Punjom Mining Co., Ld. ....	None ...	51
Société Française des Char-		

bonnages du Tonkin .....	Fr. 250	Fin. of Frs. 30 making Fcs. 60 for 1902 .....	\$600 s.
Raub Australian Gold Mining Co., Ltd. ....	£0.18.10	No. 12 of 1/- per share 28.1.01 .....	\$84 s.
Chinese Engineering & Mining Co., Ltd. ....	£ 1	No. 1 of 1/6 per share 10.10.02 .....	Tls. 6 to sa.

DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 % = \$ 6 for 1 year 30.6.03.....	\$ 207
S. C. Farnham, Boyd & Co.,		Final of Tls. 8 making Tls. 15 for year	

Ld.....	Tls. 100	ending 30.4.03 .....	Tls. 137 s.
Hongkong & Kowloon Wharf & Godown Co., Ld.....	\$ 50	Interim of \$2½ for 1903.....	\$86 b.
New Amoy Dock Co., Ld.....	\$ 6½	\$2½ for 1902 .....	\$37½ b.
Shanghai & Hongkong Wharf			

Shanghai & Hongkong Marine Insurance Co., Ltd. ....	Tls. 100	Interim of Tls. 5 for 1903 .....	Tls. 240 sa.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd. ....	\$ 10	8 % = 80 cents per share for 1902 .....	\$64 sa.

Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903 ...	\$155
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902 .....	\$35 s.
West Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903 .....	\$50 b.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 Co. first 1/2 year, 1902 .....	\$50 b.

Orinoco Hotel Co., Ltd.	\$	50	30 for first year ending 31.12.1905	\$145 b.
Ontario Hotel Co., Ld. (Manila)	\$	50	50 % = \$4 for 1-year ending 31.12.1900.	\$57 b
Astor House Hotel Co., Ld., (Shanghai) .....	\$	25	24 % for year ending 30.6.03 .....	\$28
Hotel des Colonies Co., Ld.				

(Shanghai) .....	Tls. 25	6 per cent. for year ending 31.3.03 .....	Tls. 15 sa.
Queen's Hotel (Wei-hai-wei) .....	Tls. 25	First year .....	Tls. 25
Humphreys Estate & Finance Co., Ltd. .....	\$ 10	9 per cent. for 1902 .....	\$10 b.
S'hai Land Investment Co., Ltd. .....	Tls. 50	Interim of 6 per cent. for 1903 .....	Tls. 100 b.

COTTON MILLS.

Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd.	\$	10	{ Final of 60 cents, making \$1 for 1902/1903 .....	\$14 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	\$	10	{ Final of 60 cents, making \$1 for 1902/1903 .....	\$14 b.

Weaving Co., Ltd. ....	Tls. 50	3% for period ended 31.10.97.....	Tls. 35 s.
International Cotton Manu- facturing Co., Ltd. ....	Tls. 100	Interim of 3% on account of 1898 ...	Tls. 40 s.
Laou-kung-mow Cotton Spin- ning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4% on acct. of 1898	Tls. 40 s.

Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.00.....	Tls. 200
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CIGAR AND TOBACCO COMPANIES.

Alhambra, Ltd.	S	500	25 % for year ending 30.6.1900	3250 b.
Philippine Tobacco Trust Co., Ltd.	S	50	None	\$75 b.
Shanghai - Sumatra Tobacco Co., Ltd.	Tls.	20	Interim of Tls. 3 per share	Tls. 50 sa.

MISCELLANEOUS.				
Green Island Cement Co., Ltd.	\$	10	12%=\$1.20 per share for 1902 .....	\$22 b.
China-Borneo Co., Ltd.	\$	12	First year .....	\$94 s.
A. S. Watson & Co., Ltd.	\$	10	Interim of 5% for 1902 .....	\$14 s.

Watkins, Ltd.	\$	10	\$1 per share for 1903	\$8 s.
Hongkong Electric Co., Ltd.	\$	10	90 cents for year ending 30.4.1903	\$1 1/2
Hongkong Electric Co., Ltd.	\$	5	45 cents for year ending 30.4.1903	\$7
Hongkong & China Gas Co., Ltd.	£	10	10 % div. and 1 % bonus for 1901	\$140 b.

Hongkong Rope Manufactur-	\$	50	\$10 for 1902 .....	\$145
ing Co., Ltd. ....				
Geo. Fenwick & Co., Ltd. ....	\$	25	15 per cent=\$3.75 for 1902 .....	\$478
Hongkong Ice Co., Ltd. ....	\$	25	Interim of \$4 for 1903 .....	\$250 s.
Hongkong High-Land Tram-				

ways Co., Ltd.	\$	100	\$18 for year ending 31.11.1902	\$320 s.
Dairy Farm Co., Ltd.	\$	6	75 cents for year ending 31.7.1902	\$12 b.
Hongkong & China Bakery Co., Ltd.	\$	50	5 per cent. = \$2½ for 1901	\$40
Campbell, Moore & Co., Ltd.	\$	10	Div. of \$2½ for 1902	\$40 s.

Bell's Asbestos Eastern				
Agency, Ltd.	Co. 12.6.			551 a.
United Asbestos Oriental				
Agency, Ltd.		\$ 4		
Do. Founders.		\$ 10		
		90 cents	} for year ending 31.5.03 ...	{ 390 b.
		\$20.70		

Hongkong Steam Water-boat Co., Ltd.	\$ 10	Interim of 6 %	\$15 b.
China Light & Power Co., Ltd.	\$ 20	None	\$5
Robinson Piano Co., Ltd.	\$ 50	5 % = \$2½ for half-year 1901	\$50.
Messia Investment Co., Ltd.	\$ 50	None	\$50 b.

William Powell, Ltd.	\$ 10	\$1 for year ended 30.6.1903	\$9
Maatschappij tot Mijn-, Bosch- en Landbouw exploitatie in Langkat, Limited	Guelders 100	{ 4th Interim Dividend of Tls. 7½ paid 15.9.1903	Tls. 265 sa.

Shanghai & Hongkong Dyeing  
and Cleaning Co., Ltd..... \$ 50 First year ..... \$50

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NOTE:—b=buyers, s=sellers, sa=sales.

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